

CLASSIFICATION CONFIDENTIAL

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COUNTRY East Germany

REPORT

TOPIC Drewitz Airfield

618872

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 18 March 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. At the end of 1953 improvement work at Drewitz airfield had not yet been completed and also the grass cover north of the runway was soft or marshy after heavy rain. Hardstands were observed along the semi-circular concrete taxiway south of the runway. The hardstands along the western section of the taxiway were surrounded by shrapnelproof walls, about 2 meters high. Two hangars with concrete sprons in front, were also located in the western section of the field.
2. Five wooden hangars, each about 40 x 25 meters, on brick foundations were located in the southwestern section of the taxiway. These hangars housed Yak-18 aircraft. Quartering buildings observed included brick buildings in the southeastern section of the airfield; a number of low wooden buildings of the Bauunion Sud and 13 temporary buildings occupied by VPL officers outside of the airfield south of the railroad line which runs south of the field; and four residential blocks in the western section of the installation, along the Jaenschwalde-Kerkwitz road. Allegedly, additional apartment houses were to be built there. A motor vehicle repair shop, about 50 meters long and 15 meters wide, was located south of the spur track.
3. The signal communications platoon which was assigned to the supply battalion at Drewitz airfield was quartered in the temporary buildings on the northern edge of the field between March and October 1953. The platoon consisted of a group of telephone operators, radio operators, and teletype operators. Chief of the signal platoon was Sub-Lieutenant Scholle (fnu). Each of the telephone and radio operators was armed with a pistol and each of the teletype operators with a pistol or a sub-machine gun. The group of telephone operators worked on a switchboard with 100 connections, all of which were in operation. Code names, usually of animals, which were changed every 24 hours, were used for telephone connections to places outside of the installation. Due to a lack of personnel in the signal communications platoon, frequently the personnel had to work overtime.
1. Comment. No definite information is available on the installations at Irewitz airfield. It is assumed, however, that the concrete runway and the concrete southern taxiway have been completed. The hangars measured 30 x 15 meters each. It is believed that the hangars are of the same size as those at Bautzen-Litten airfield and can hold 4 to 5 trainer aircraft each. Considerable progress has also apparently been made on the quartering buildings.

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2. [redacted] Gossen. Drewitz airfield is occupied by the former 2d VPL Regt; now designated Aeroclub Drewitz and the 302d Tech Supply Bn which is now designated 2d Tech Basis. Sub-Lieutenant Scholle was previously reported as an instructor in signal communication affairs with the VPL.

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